

away toward Atlantic City, and with Camden.

Telephone operators in Camden and Hammonton immediately began calling officials and centers of possible aid. The Hammonton Fire Department was turned out and made the three-mile trip. No fire followed the accident, providentially, due largely to rain that was falling.

Doctors in Hammonton and Egg Harbor were awakened and with a number of American Legion men, led by Lieut. James W. Cottrell of Hammonton, hurried to the scene by motor. Miss Mary Cottrell of Hammonton, a Red Cross nurse, organized a first aid group which arrived on the scene with the Hammonton doctors, first of all relief forces.

Meanwhile unorganized relief was pouring in from all quarters. From the neighboring towns of Berlin, Pocomoke, Kent, Waterford, Blue Anchor, Red Bank, Cedarbrook, and elsewhere, motorists filled with willing workers arrived, summoned by telephone messages from Winslow and Hammonton.

Half an hour after the disaster the roads leading to the scene began to fill. When workers arrived, they found a terrific task before them. Not equipped with tools to dig, working in darkness or in insufficient light from headlamps and a few lanterns and torches, the crowd formed itself naturally in groups to fulfill certain evident duties.

Some attacked the twisted steel mass that had been a train of cars, and by sheer grit managed to extricate a few injured and dying. In one case a group worked an hour to rescue one man from a car. In the parlor car, but who died shortly after being brought out.

Others improvised stretchers from car seats that could be knocked or had fallen loose under the shock. On these they placed injured persons and bore them to a place beside the track set apart for wounded. By piling two car seats together, beds were made for the sufferers, and there the doctors worked over them in the light of the few far-off headlights.

While this turmoil in the rain and darkness was gradually assuming order, confusion on the three railroad lines with their down tracks all converging at Winslow Junction became severe. The Pennsylvania branch was completely blocked, the Central Railroad of New Jersey, whose line converges there, was shut off, and the Philadelphia and Reading tracks were crossed by the single car that had not nose-dived down the embankment. Freight and local trains on all these branches accumulated.

Relief workers dodging about the tracks on various errands of mercy had to climb over and through and cross in front of these stalled trains.

Meanwhile the relief trains asked from Atlantic City and Camden were organized, and presently the Camden train pulled in, followed shortly by that from Atlantic City. They reached the spot about 3.30 o'clock in the morning.

With the coming of organized relief, doctors could work better, facilities were easier at hand and there was a dry and comparatively comfortable haven for the crippled. Within three hours of the hour the relief trains pulled out again, bearing their loads to hospitals.

A relief train bearing the injured reached Atlantic City about 5 A. M., but it could not be learned how many persons it carried. Two of the injured, whose names have not been learned, died on the way there. Coroner of police, who had been around the station and every available taxicab was commandeered to rush them to the hospital.

Four physicians who had given first aid en route, were joined at the hospital by nearly every doctor in Atlantic City in an effort to save the lives of a number reported seriously hurt.

Two doctors, Frederick T. Burk and Charles Cunningham of Hammonton, were put in charge at Winslow Junction. The work continued in the drizzle. Little could be done without the aid of heavy wrecking apparatus. There was no sign of life inside the crumpled hulk of metal, but workers believed some bodies were still there.

The chaotic structure of the forward part of the wreck, piled three deep, could not be attacked with the tools at hand, but at 4 o'clock the longed-for wrecking train steamed in from Camden.

Slowly it approached, keeping to the main heading track, which the "Midnight Flyer" should have rolled on, and came to a stop on the embankment just above the pyramided cars. At that point the Reading main track crosses the Pennsylvania branch on a stone bridge. This made the work of salvaging the wreck precarious and demanded great caution and slow work.

John Mace, conductor of the wrecked train, was so injured that he is not expected to live. He is in the Atlantic City hospital. Physicians said they did not believe any of the other forty patients at the hospital from the wreck were likely to die.

State police continued working at the wreck in an effort to find some of the twelve persons still to be accounted for.

W. J. Falk, General Manager of the Philadelphia office of the Philadelphia and Reading Railroad, went to the scene of the accident early this morning.

He said:

"This accident is too serious to discuss right now. The public may rest assured every effort will be made to fix responsibility."

LABOR SLAMMING MILLER.

Bitter denunciation of Gov. Miller's administration for alleged profiteering at the expense of 2,000 former fighting men now being treated in State institutions, particularly in the insane hospitals, and a call to labor's orators to devote their Independence Day talks to an arraignment of those responsible, are contained in a statement issued yesterday by Peter J. Brady, chairman of the Commission on Education of the State Federation of Labor. Mr. Brady repeats the charge, made some months ago by the American Legion, that the State was receiving \$3 a day from the Federal Government for each of these men, and was only spending 30 cents for their maintenance.

WRECK CASUALTY LIST IS GROWING; MANY WOMEN HURT

Winslow Junction Victims
Hail Mostly From Philadelphia and Jersey.

NINE REPORTED DEAD.

Engineer and Firemen Among Those Who Were Killed in Crash.

ATLANTIC CITY, July 2.—Among the nine dead so far identified in the Winslow Junction wreck are:

Joseph Dillman, thirty-five, of No. 118 Lucien Avenue, Pleasantville, N. J. His body is at Camden.

Sol Worth, railway telegrapher, living at the American Hotel, May's Landing, N. J. Body at Atlantic City.

William Westcott, engineer of the wrecked train, whose home was in Gloucester, N. J. His body has not yet been recovered.

William A. Souder, thirty, of No. 119 South Missouri Avenue, Atlantic City. His body is still at Winslow.

Francis L. Corbett, twenty-eight, of North Twelfth Street, Philadelphia. Body at Atlantic City. Identified by sister, Miss Mary Corbett, who became hysterical and had to be held to prevent her doing bodily harm to herself.

John Linnehan, twenty-four, of No. 1714 Allegheny Avenue, Philadelphia. His body is in Camden.

James Owen, a Negro porter, address unknown. His body is also at Camden.

THE INJURED.

Those most seriously injured being treated in Atlantic City Hospital were:

Daniel Phelan, twenty-three, Norwood Hotel, Atlantic City, injuries to head and body.

Arthur Parker, thirty-two, No. 635 North Redfield Avenue, Philadelphia, a Pullman conductor aboard the wrecked train, internal injuries and fractured ribs.

Mrs. Lella Gutlohn, thirty-six, No. 2314 North 23d Street, Philadelphia, injuries to back, legs and thighs.

Isadore Middleman, twenty-seven, No. 1 South Michigan Avenue, Atlantic City, spinal injuries and shock.

Others injured:

Christ Natalie, Egg Harbor.

John B. Soper, No. 111 Pine Street, Philadelphia.

Charles Lukens, Beecher Street, Philadelphia.

George Fisher, No. 1017 Morton Street, Camden.

Frank Buden, No. 228 North Broadway, Gloucester, N. J.

James Owen, No. 117 Forson Avenue, Philadelphia.

Sidney Pool, No. 173 East Montgomery Street, Ardmore.

Emmanuel Zewin, No. 1039 North Third Street, Philadelphia.

John Sommer, North 11th Street, Philadelphia.

Alfred Gutlohn, No. 2314 North 23d Street, Philadelphia.

Daniel Carlisle, No. 10 South Boston Avenue, Atlantic City.

Mrs. Clara Mittelman, South Vermont Avenue, Atlantic City.

K. Miller, twenty-two, dental student in University of Pennsylvania, of Lebanon, N. Y.

Ralph M. Gibbons, No. 121 Westmont Avenue, Atlantic City.

Bertram Engel, Plaza Hotel, Atlantic City.

John Cope, twenty-six, of No. 2403 North Sixth Street, Philadelphia.

Mrs. Minnie Middleman, No. 1 South Michigan Avenue, Atlantic City.

Baby Sidney Middleman.

Mrs. Katherine Mengle, No. 514 Green Place, Atlantic City.

Clara Wilson, No. 6088 Greenwood Avenue, Philadelphia.

Louis Kolkey, No. 1624 Columbia Avenue, Philadelphia.

Rev. Vaughan Hessew, Egg Harbor.

John Mace, Philadelphia, conductor of train.

Frank Meebo, No. 1734 South 24th Street, Philadelphia.

Randolph Walker, No. 1203 Mediterranean Avenue, Atlantic City.

Lawrence McGoldrick, Ventnor City.

Joseph Wolf, Atlantic City.

Clarence Wright, No. 308 Market Street, Camden.

CALLS PATENT SALE "COLLOSAL STEAL"

Twenty Million Dollars Property Brought Only \$250,000, Woodruff Asserts.

WASHINGTON, July 3.—Action of President Harding in demanding return of all German patents and copyrights transferred to the Chemical Foundation, was characterized to-day by Representative Woodruff of Michigan in a statement as an "expose of the most colossal steal from the Government the Nation has ever known."

"The Chemical Foundation, through its President, Francis P. Garvan, then in the employ of the Alien Property Custodian's office, obtained from the Government patents worth at least \$20,000,000 for only \$250,000," he said.

"Obviously the foundation obtained the patents to manufacture poisonous gases and other war materials under scrutiny of the report of the Alien Property Custodian, however," shows

TARIFF BILL FATE IN SENATE TO BE KNOWN THIS WEEK

Republican Motion to Curb Debate on Measure Will Be Voted on Friday.

WASHINGTON, July 3.—This week is to develop some definite plan as to the fate of the pending Tariff Bill in the Senate, according to a decision to-day by Republican leaders in informal conferences. It was announced that the Republican motion to curb debate on the bill, which has been in circulation about ten days, would be presented in the Senate next Wednesday and voted on the following Friday.

The cloture petition, which requires sixteen Senatorial signatures for presentation and which was said to bear 55 of the 60 Republican names, was delivered to-day by Senator Curtis of Kansas, Republican whip, who circulated it, to Chairman McCumber of the Finance Committee, manager of the tariff forces. Senator McCumber conferred with other Republicans and decided to present the motion Wednesday. The motion must lie over a day under the rule and the leaders said they felt sure of a vote Friday.

That the necessary two-thirds vote for cloture could not be obtained was probable, according to the sponsors of the petition. Several Democrats were said to favor cloture, but the party as a whole was expected to line up generally against it.

Defeat of the cloture move, Republican leaders said, would at least demonstrate a desire on the part of the majority to bring the bill to an early vote. They said afterward if substantial progress was not made on the bill, they were prepared to lay it aside and make a vigorous fight for the proposed new cloture rule, recommended recently by two Republican conferences, to invoke cloture by majority instead of a two-thirds vote.

SIX RAILWAY UNIONS OUTLAWED BY BOARD FOR CALLING STRIKE

(Continued From First Page.)

they would cast their lot with the striking shop unions.

E. F. Grable, President of the Brotherhood, agreed with the Labor Board last Friday to "use his influence" to prevent a strike. Last night, however, he said that if the vote was in such proportions as to call for a strike, it would be his duty to call one.

Meanwhile, slight disturbances cropped out at Perry, Iowa, near the Chicago, Milwaukee & St. Paul route, and at the Baltimore & Ohio shops in Chicago. Some shop throwing resulted in a few broken windows, but no serious injuries.

B. M. Jewell, head of the shop unions, said he had wired headquarters of the six international unions to the number of men that if the number remaining at work to-day. Scattered reports from local lodges over the country, he said, indicated that the walkout was 100 per cent.

Picketing was being actively taken up at numerous places over the country and a few shops were reported to be hiring new men. Local officials of the Pennsylvania lines at St. Louis said they were informed that groups of shopmen were returning to work all over the system.

Timothy Healy, President of the stationary firemen's union, dispatched telegrams to 150 of his local unions to-day telling them the men have "a perfect right to strike now" if they so desire. The messages were sent in answer to inquiries asking authority to join the striking railway shopmen. Reports from Healy said about half of the firemen and others had already quit work.

DETROIT, July 3.—Meeting of the Executive Council of the United Brotherhood of Maintenance of Way Employees and Railway Shop Laborers was delayed until this afternoon pending the arrival of the full membership of the board.

All of the grand officers and members of the council present here were of the opinion that if the ballots show the men favor a strike it will not be possible for them to halt it.

ARREST 3—NO HIP POCKETS.

By wearing bathing suits and mingling with thirsty bathers at Rockaway Beach yesterday, Peter Rogers and William McCoy, Federal Prohibition enforcement agents, arrested nine alleged liquor sellers and served one summons.

5,000 CAPMAKERS TO STRIKE.

The General Strike Committee of the eight local unions of the United Cloth Hat and Cap Makers' Union yesterday completed details for the move against non-union shops. A general suspension has been authorized to begin next week.

that the patents mainly were for use in dye manufacturing to build up a great private industry at the expense of the American people.

Though Woodruff said he was not "overly optimistic" that the Attorney General would prosecute other war fraud cases, he expressed hope that the action of the President would lead to speeding up of trials against all those "who defrauded the Government during the war."

BUILD NEW HEALTH

By taking Father John's Medicine.

Union Leaders in Charge of Railroad Strike In Metropolitan District Discussing Plans



The men in charge of the railroad strike in the metropolitan area met at the Hotel Continental to discuss developments.

Those who attended were, left to right: M. J. McMahon, Association of Machinists; Fred C. Bolam, Vice President of the International Brotherhood of Blacksmiths; Dave Williams, Vice President

of the Association of Machinists; J. J. Dowd, Vice President of the Brotherhood of Boilermakers; James G. Sause, International Brotherhood of Boilermakers; A. J. Berger, Vice President Pennsylvania Federation; Daniel J. Collins, Vice President of the Brotherhood of Railroad Carmen.

COLLINS TRAPS DE VALERA AND REMNANT OF HIS BAND

(Continued From First Page.)

day, but the belief prevailed that he with Austin Stack, Cathal Brugha and others of the famous Sinn Fein fighters were with the besieged garrison. Countess Markievicz also was reported to be among the notables in the area under attack.

The block of buildings held by the insurgents was being attacked both front and rear. In the main, the reply from the garrison was feeble, but at mid-afternoon the defenders were still holding out with no signs of wavering.

It is known that the insurgents have forced openings in the side walls of various buildings they occupy to establish communication from one to the other and it is believed they have also tunneled under adjacent buildings to provide a way of escape should they be compelled to abandon the positions they are now holding.

As the day wore on the Republicans' fire became more brisk. They appeared to have been employing rifles only.

Crowds of onlookers at O'Connell Bridge and in various streets on the outskirts of the area of operations watched the fighting. Occasional bomb explosions sent the spectators hurrying to safety.

This morning Cassidy's saloon, off Parnell Square, one of the outposts of the Sackville Street garrison, was captured by the Nationalists. Ten insurgents and a Red Cross worker were taken into custody.

The Free State forces also gained possession of the St. Stephens Green Club, which the Republicans, who seized the place last Friday, secretly evacuated this morning.

The casualties in Sunday's fighting in Dublin were eleven killed and sixteen wounded.

Details of the operations of the National Corps as revealed in the latest official communiques are regarded as pointing to impaired morale on the part of the irregulars and to the rapid crumbling of their defenses when seriously attacked.

The tactics of the Provisional Government's military leaders in first cleaning out the insurgents' outposts resulted in confining the irregulars to positions in the narrow area consisting of part of Sackville Street, part of Parnell Square, into which Sackville Street runs, and Marlborough Street, which parallels Sackville and is overlooked by the hotels and other buildings on the latter thoroughfare in which the main forces of the irregulars are still holding out.

The rapidity with which the Free State forces succeeded in dislodging the insurgents caused surprise.

Yesterday's operations in most cases were carried out by the use of armored cars and intense machine gun fire. Apparently only in one case was artillery brought into action, and that was the attack on Moran's Hotel in Talbot Street.

The wiping out of this Lorne's nest relieved considerably the difficulties confronting pedestrians in the center of the city, and reopened the main approach to the Great Northern Railway station and the Central Telegraph office in Annans Street nearby.

Clearing out of the outposts in the neighborhood of Harcourt Street and Stephens' Green was accompanied by heavy bursts of rifle and machine gun fire.

The attack on the stronghold in Harcourt Terrace was particularly smashing. The Free State forces drove up suddenly in armored cars and opened a fierce fire on the Republicans. The return volley was scattering, and the national troops promptly stormed the place, capturing in a single rush the whole party of defenders, numbering thirty.

The capture of the Swan Hotel in York Street proved a more difficult operation. In this engagement the escape with the exception of three Republicans displayed considerable resource, all managing to escape with the exception of three who were wounded. The attack was made by an armored car and a small force of Free State troops.

undertaker's establishment nearby. The fight lasted several hours.

The Republicans, who were strongly entrenched, had hung a horseshoe outside a window. They declared their luck would last as long as the horseshoe remained. Most of the defenders were mere boys and their pluck and dexterity won warm admiration from their imperiled non-combatant neighbors as well as from the attackers.

Arthur Griffith, replying to-day to a resolution of the Irish Women's International League urging the immediate summoning of the Irish Parliament, said:

"Before July 1, the date fixed for the meeting, the authority of the Government and its sovereignty were challenged by an irresponsible group which, in defiance of the people's will as expressly declared, attempted by the seizure of persons and property and the menace of arms to arrogate to itself authority over our lives and the liberties and the property of the citizens by whom it had been repudiated."

"No Government could submit to such a challenge without being guilty of a betrayal of the people's fundamental right. The Government, therefore, met the forces of despotism and disorder with the forces of a democratic nation, and is determined to re-establish the security of life, liberty and property within its territory."

There is much anxiety in Dublin as to conditions further south. It is reported several hundred irregulars in Tipperary are concentrating at the large military barracks in Clonmel. It is understood mines have been laid and the defenses considerably strengthened. Wireless apparatus has been installed, and the Republicans have commandeered large quantities of food, every automobile in the district and a large quantity of gasoline.

The main line railroad from Cork to Dublin, as well as the Dublin-Belfast line, has been cut in several places.

Erskine Childers, another of the prominent dissident leaders, is reported to be organizing a band of insurgents in the Dublin mountains.

The Nationals are continuing the "mopping up" process elsewhere, notably in County Donegal. A number of Republican leaders have been arrested in Mullingar.

No further news has been received up to this afternoon regarding the progress of the fighting in Drogheda, where the Republicans are still holding the fortress.

LATONIA ENTRIES.

The Latonia entries for to-morrow's races are as follows:

FIRST RACE—Purse \$1,600; allowance; the Crab Orchard Springs Special; for three-year-olds and upward; 1 mile and seventy yards. 1st, Hildred, 90; 2nd, Hildred, 88; 3rd, Hildred, 86; 4th, Hildred, 84; 5th, Hildred, 82; 6th, Hildred, 80; 7th, Hildred, 78; 8th, Hildred, 76; 9th, Hildred, 74; 10th, Hildred, 72.

SECOND RACE—Purse \$1,400; claiming; for three-year-olds and upward; 1 mile and seventy yards. 1st, Hildred, 90; 2nd, Hildred, 88; 3rd, Hildred, 86; 4th, Hildred, 84; 5th, Hildred, 82; 6th, Hildred, 80; 7th, Hildred, 78; 8th, Hildred, 76; 9th, Hildred, 74; 10th, Hildred, 72.

THIRD RACE—Purse \$1,400; claiming; for three-year-olds and upward; 1 mile and seventy yards. 1st, Hildred, 90; 2nd, Hildred, 88; 3rd, Hildred, 86; 4th, Hildred, 84; 5th, Hildred, 82; 6th, Hildred, 80; 7th, Hildred, 78; 8th, Hildred, 76; 9th, Hildred, 74; 10th, Hildred, 72.

FOURTH RACE—Purse \$1,400; claiming; for three-year-olds and upward; 1 mile and seventy yards. 1st, Hildred, 90; 2nd, Hildred, 88; 3rd, Hildred, 86; 4th, Hildred, 84; 5th, Hildred, 82; 6th, Hildred, 80; 7th, Hildred, 78; 8th, Hildred, 76; 9th, Hildred, 74; 10th, Hildred, 72.

FIFTH RACE—Purse \$1,400; claiming; for three-year-olds and upward; 1 mile and seventy yards. 1st, Hildred, 90; 2nd, Hildred, 88; 3rd, Hildred, 86; 4th, Hildred, 84; 5th, Hildred, 82; 6th, Hildred, 80; 7th, Hildred, 78; 8th, Hildred, 76; 9th, Hildred, 74; 10th, Hildred, 72.

SIXTH RACE—Purse \$1,400; claiming; for three-year-olds and upward; 1 mile and seventy yards. 1st, Hildred, 90; 2nd, Hildred, 88; 3rd, Hildred, 86; 4th, Hildred, 84; 5th, Hildred, 82; 6th, Hildred, 80; 7th, Hildred, 78; 8th, Hildred, 76; 9th, Hildred, 74; 10th, Hildred, 72.

SEVENTH RACE—Purse \$1,400; claiming; for three-year-olds and upward; 1 mile and seventy yards. 1st, Hildred, 90; 2nd, Hildred, 88; 3rd, Hildred, 86; 4th, Hildred, 84; 5th, Hildred, 82; 6th, Hildred, 80; 7th, Hildred, 78; 8th, Hildred, 76; 9th, Hildred, 74; 10th, Hildred, 72.

EIGHTH RACE—Purse \$1,400; claiming; for three-year-olds and upward; 1 mile and seventy yards. 1st, Hildred, 90; 2nd, Hildred, 88; 3rd, Hildred, 86; 4th, Hildred, 84; 5th, Hildred, 82; 6th, Hildred, 80; 7th, Hildred, 78; 8th, Hildred, 76; 9th, Hildred, 74; 10th, Hildred, 72.

NINTH RACE—Purse \$1,400; claiming; for three-year-olds and upward; 1 mile and seventy yards. 1st, Hildred, 90; 2nd, Hildred, 88; 3rd, Hildred, 86; 4th, Hildred, 84; 5th, Hildred, 82; 6th, Hildred, 80; 7th, Hildred, 78; 8th, Hildred, 76; 9th, Hildred, 74; 10th, Hildred, 72.

TENTH RACE—Purse \$1,400; claiming; for three-year-olds and upward; 1 mile and seventy yards. 1st, Hildred, 90; 2nd, Hildred, 88; 3rd, Hildred, 86; 4th, Hildred, 84; 5th, Hildred, 82; 6th, Hildred, 80; 7th, Hildred, 78; 8th, Hildred, 76; 9th, Hildred, 74; 10th, Hildred, 72.

DEADLOCK BRINGS ADJOURNMENT OF COAL CONFERENCE

Operators May Open Mines With Non-Union Labor, Is Belief.

WASHINGTON, July 3 (Associated Press).—Deadlocked over a basis of negotiating a settlement of the bituminous coal strike, the conference of operators and United Mine Workers officials accepted the suggestion of Government representatives to-day and adjourned until next Monday.

When the adjournment was taken at 1:10 o'clock this afternoon after two joint sessions and an intermediate separate session of operators and miners, Secretary of Labor Davis, one of the Government representatives, said that no agreement had been reached no committee to continue the discussions in the meantime appointed and no specific program for the future discussed, although many different plans had been proposed.

Asked as to the indications for the successful outcome of the conference which assembled Saturday at the behest of President Harding, Mr. Davis said with the agreement of Secretary Hoover, the other Government representative, that "as long as we hold them together there is hope."

Prior to the meeting it was evident that the operators intended to force some sort of a conclusion to-day without yielding in their refusal to meet the union for the purpose of making up a national or semi-national wage scale. From the views of John L. Lewis, President of the United Mine Workers, it appeared that the miners consider it necessary to prolong the strike rather than agree to negotiate for district wage scales with the operators.

At a lengthy meeting by themselves, the bituminous operators' representatives prepared a resolution incorporating their view and, though its details were held confidential, it was understood that if the joint conference broke up to-day the operators are determined to open a large number of union mines in former union territory on a non-union basis on Wednesday.

The principal property so understood to be ready for opening was a 5,000-ton daily capacity mine of the Pittsburgh Coal Company in Pennsylvania. Various other mines in strategic points throughout the central coal field were also understood to be selected or immediate operation.

After the presentation of the operators' resolution to the joint meeting, Government representatives were said to have urged the conference not to break up but to leave a small committee from each side in Washington until next Monday while the irregular return to their homes.

The tactics were taken to indicate that if the Government had a settlement proposal to make it would be advanced by President Harding personally upon his return to the city from Marion, O.

PRODUCTION IN W. VA. LARGEST SINCE STRIKE

MORGANTOWN, W. Va., July 3.—Coal production in the Northern West Virginia fields last week was the largest since the miners' strike began April 1, according to figures issued here to-day by railroads. The loadings on seven divisions for the week ending July 1 was 125,550 tons, as compared with 125,550 the previous week.

Saves Baby Then Drops Dead.